

**BY ORDER OF THE COMMANDER
442D FIGHTER WING**



442D FIGHTER WING INSTRUCTION 21-113

25 OCTOBER 2002

Maintenance

AIRCRAFT MAINTENANCE PAINT PROGRAM

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This Instruction implements Air Force Policy Directive (AFPD) 21-1, *Air and Space Maintenance*. It tailors procedures, organizes, directs, and manages the Wing/Group Aircraft Maintenance Paint Program. Technical Order (T.O.) 1-1-8, *Application and Removal of Organic Coating, Aerospace and Non-Aerospace Equipment*, outlines technical aspects of aircraft maintenance paint. These procedures apply to all personnel assigned to the 442d Logistics Group (442 LG) and 303d Fighter Squadron (303 FS) Maintenance. Supervisors, superintendents and flight chiefs are responsible for ensuring compliance with this instruction.

1. Procedures:

- 1.1. A-10 Aircraft will be inspected for corrosion and maintenance painting requirements using Air Force Reserve Command (AFRC) Information Management Tool (IMT) 165, **Aircraft After Wash Corrosion Inspection Checklist**.
- 1.2. Maintenance paint procedures will not start until 12 hours after completion of aircraft wash.
- 1.3. Structural Maintenance will notify Plans and Scheduling if aircraft requires more than one full day for corrosion work or maintenance painting.
- 1.4. Curing time before movement from controlled hangar environment at a temperature of 75 degrees or higher is 6 hours minimum after application of last paint coat. Aircraft may then be moved to another location with a controlled environment of 75 degrees or higher to continue its 72 hour cure.
- 1.5. No maintenance will be performed on areas that touch-up paint has been applied for at least 12 hours after application.
- 1.6. Entrances into the hangar bay will be locked during all hazardous (sanding and painting) operations. Signs reading "STAY OUT WHEN DOORS ARE LOCKED-HAZARDOUS OPERATION IN PROGRESS" will be posted at each entrance.

1.7. When the hangar ventilation system is turned on and off, the date and time will be documented in the ventilation log. If the gauges read below 1.8 or above 2.2, the ventilation system must be shut down until system is repaired and documented in the log on how it was corrected. If ventilation system fails to operate properly at any time, all painting will stop until ventilation system is repaired and documented in the log on how it was corrected. This is a State of Missouri requirement. Notify Flight Chief at once.

2. Responsibilities:

2.1. The 442 LG and Maintenance Squadron (442 MXS) commanders will ensure budgeting, facilities, manpower, maintenance, etc. are in place for the requirements of aircraft touch-up painting.

2.2. The 442 MXS Superintendent, Fabrication Flight Chief and Structural Maintenance supervisor are responsible for ensuring compliance with this instruction and applicable safety standards. Supervisors will ensure all personnel are familiar with the dangers and safety precautions necessary for a safe efficient operation.

2.3. Structural Maintenance personnel shall comply with work practices established to reduce exposures, use protective personnel equipment (PPE) as required, and report any suspected hazardous exposures to the supervisor.

3. Personnel Procedures:

3.1. During paint operation, all personnel, regardless of reason for entering corrosion/paint area, must enter at the office door on south side of building 1118 to sign-in.

3.2. When entering, if you are going to be involved in a hazardous operation, personnel will don their PPE either in the clean room or dirty room. Contaminated PPE is not permitted beyond the dirty room. When leaving hazardous operations, remove PPE utilizing methods to avoid contaminating skin and undergarments. Personnel will store or dispose of PPE in the appropriate locations. Showering is an individual option. Good personal hygiene is very important in all painting operations. If respirator or other PPE is going into the clean room it must be decontaminated.

3.3. Only qualified individuals will be allowed to wear approved breathing apparatus in accordance with 442d Maintenance Operating Instruction (MOI) 48-137, *Respiratory Protection Program*. Documentation required on Air Force (AF) Information Management Tool (IMT) 55, **Employee Safety and Health Record** or automated system such as Core Automated Maintenance System (CAMS), and individual occupational health record.

4. Explosive Limits:

4.1. Lower explosive limit (LEL) readings at the fuel vent areas must be taken prior to the painting of each aircraft. Reading must be maintained at or below 20 percent LEL.

5. Location of Operations:

5.1. Building 1118, office area, clean room, dirty room, painting/sanding booth area, mixing room, paint storage/hazardous waste room and hangar bay.

6. Safety Requirements:

- 6.1. A Safety observer is required when work is to be performed in a hazardous location or under hazardous conditions. Work will not be started until a qualified safety observer or second qualified technician is present. The safety observer must be briefed and familiar with the potential hazards of task and have current proficiency in cardiopulmonary resuscitation (CPR) and basic first aid treatment.
- 6.2. All supervisors will brief that only those workers who are trained and with proper PPE can enter the corrosion/paint area. At no time will any person be allowed to enter the area during hazardous operations.
- 6.3. All doors shall remain locked to deter access during hazardous operation. Doors can still be used for exit if necessary. Supervisors and emergency personnel have access by master key.
- 6.4. Eating and drinking are only permitted in the office area.
- 6.5. Ensure emergency exits, fire extinguisher, and fire alarms are not obstructed.

7. Emergency Procedures:

- 7.1. In case of fire or accident, the Fire Department will be notified by dialing 911 on any available telephone or by activating the fire alarms.
- 7.2. One individual should go to the southeast corner of building 1118 to direct the Fire Department to the location and to provide advice or assistance.
- 7.3. If the area must be evacuated for any reason, all personnel will assemble at south side of Building 1118. An accountability check of all personnel will be performed at this location.
- 7.4. The Maintenance Operations Center (MOC) will be notified of all mishaps. In turn, they will notify the appropriate personnel by using the emergency action check sheet.

8. Limited Painting:

- 8.1. Only touch up (spot/maintenance) painting which is defined as that painting required to maintain an effective protective coating will be conducted in the corrosion bay of hanger 1118. Painting of an entire aircraft is permitted only in hangers specifically designed for this purpose as outlined in National Fire Protection Agency 33, Chapter 3.
- 8.2. Paint touch-up will be limited to the amount of one quart of chromate primer and 2 gallons of topcoat per day. If more paint is required for touch-up, prior coordination is required with the 509th Bioenvironmental and 442 FW safety office.
- 8.3. All spraying areas will be kept free from the accumulation of deposits of combustible residues. Cleaning will be conducted daily if necessary. All areas that can trap residue will be checked for accumulation at least annually.

9. Adopted or Prescribed IMTs:

- 9.1. Adopted. AFRC IMT 165, **Aircraft After Wash Corrosion Inspection**, AF IMT 55, **Employee Safety and Health Record**.

9.2. Prescribed. No IMTs are prescribed by this instruction.

ROGER G. DISRUD, Colonel, USAFR
Commander

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFPD 21-1, *Air and Space Maintenance*

T.O. 1-1-8, *Application and Removal of Organic Coating, Aerospace and Non-Aerospace Equipment*

442 MOI 48-137, *Respiratory Protection Program.*

Abbreviations and Acronyms

AF—Air Force

AFPD—Air Force policy directive

AFRC—Air Force Reserve Command

CAMS—Core Automated Maintenance System

CPR—cardiopulmonary resuscitation

IMT—information management tool

LEL—lower explosive limit

MOC—maintenance operations center

MOI—maintenance operating instruction

MXS—maintenance squadron

PPE—protective personnel equipment

T.O.—technical order